

JOURNAL BOX

EDITORIAL

It's that time of the year again! I mean, renewal time. I wonder if we will lose about 10% of our members again this year. Although our membership is increasing, there always seems to be those who either forget to renew their membership, or have become disenchanted with the Association and drop out.

Our Association can best be described as a Mutual Aid Co-operative, and this is the way it works best. Almost everyone has some expertise on some facet of the hobby which can be passed on to others. It would be a good idea if each member would add a note to his renewal form to let the Federal Committee know in which facet he can help others. In this way we can add to our Advisory panel.

Although the Advisory Panel is not overworked, I suppose there have not been more than 10 queries passed on to them in the last 12 months, they are there to help you. All you have to do is send your query to the Federal Secretary with a stamped self-addressed envelope for your reply. He will pass it on to the correct person, and in due time you will have your answer.

Rex Little, Editor.

VOLUME 23

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ON THE COVER

The F351 Class 2-4-0 tank locomotive of the N.S.W. G.R. pictured as loco-shed pilot at Junelee, N.S.W. It was No. 363 of the class which was involved in the Sydenham Accident on 15th February, 1901, after which the whole class was withdrawn from Sydney suburban service. The cover pen and ink sketch, was specially drawn for 'Journal' by Melbourne artist Lindsay Crow.

PRESIDENT'S CORNER



Firstly, the Committee of Management would like to apologise to members for the delay in publishing and distributing the Journal.

We have been beset with a combination of change of Publisher, change of Publisher's address, seeking an easier means of pre-typing and setting up Journal, plus of course a continuing deterioration of postal services. By the time you read this we hope all difficulties are resolved.

Speaking of difficulties, I thought Bruce Lovett's letter in "Pop Valve" very straight and to the point. Bruce, although referring to himself as "a mere floor member", is nevertheless a Past State President and a Past Federal President, in that order; so his letter must carry the weight of experience.

The frustrations of poor attendances and lack of nominations is very real to all committees. The empty compliment of "You're doing a good job" is very nice at first. The committee feels "O.K., they put us in, we have a mandate". The next thing is the committee becomes complacent and the President starts to get wild ideas — "Why not, we are running the show" — Don't laugh, members, other Associations have fallen for this line: it does NOT work. A.M.R.A. is a team effort, it has been since its inception. When your State or Federal Committee has an Annual Meeting and you are within distance of getting there, make a real effort and attend and get your nomination in beforehand.

If you can't get there because of transport or distance or physical disability, write your views to "Pop Valve". We have some members of long standing who never can get to a branch meeting but their names are well-known because they communicate — they write — they get involved.

The new N.S.W. Sub-Branch — Nepean Sub-Branch — held an Exhibition over Queen's Birthday week-end at Glenbrook, N.S.W. The result was 2,000 through the gate and 12 new members!! See what happens when a handful of members get involved?

At the last N.S.W. State Branch Annual meeting a good number were present and the result was a batch of new faces among the executive and committee. I am sure the Branch will benefit in new ideas, new thoughts, and new actions.

When I look at the Federal scene, I worry. Now don't get me wrong, my executive is the cream of A.M.R.A., but when you consider the fact that all executive officers have served on the C.O.M. for 7 years, I think it's time we had a few new faces on the Committee so that the present C.O.M. can guide our future Federal Presidents, because the future Presidents will come from the Committee of A.M.R.A. At the moment we have 5 potential Federal Presidents, at least, on the committee, but such is their calibre they feel they cannot nominate until they have a worthy successor to their job. These successors must come through the Committee. Our present committee-men have served the Association very well, but due to business or shift demands cannot entertain the idea at present.

So get with the nominations now, and get involved in the running of A.M.R.A. — it doesn't take much, one meeting per month. The only qualification is that anyone in Executive office in a State Branch can only be a Committee-man on the Federal and vice-versa. This doesn't prevent anyone from nominating for Federal or State Committee.

This message is not an S.O.S. but is a stir regarding the Management of A.M.R.A. If you think otherwise, re-read my remarks about "The frustrations of poor attendances".

This Association is the **Biggest Australian Model Railway Association** and the Best — its future lies not with the present executive so much as with those to come. Think about it.

A reminder that renewal subscription forms and nomination forms will soon be on their way to members. Prompt return of payment **with** the account form will be appreciated and even if a

member does not wish to renew, a short note to that effect would also be appreciated by the C.O.M.

Just of interest, the membership as at 12/7/74 was 826 consisting of

	Vic.	N.S.W.	Q'ld	W.A.	S.A.	&N.T.	Tas.	A.C.T.O/sea
RENEW	268	254	37	47	15	6	5	11
NEW	70	58	27	20	—	2	—	—
AUX.	4	2	—	—	—	—	—	—
	342	314	64	67	15	8	5	11

We do not know what members think of the new style Journal, but we do know it is costing more to produce and with the proposed postal charges, there will not be much left in kitty, at the end of 1975.

Rupert Ackland, Fed. Pres.

CORRECTION

The captions of the Photos on Page 53 and 62 of the May/June Journal were inadvertently reversed. Sorry about that Graham.

The N.S.W. Branch presents the

1974 MODEL RAILWAY EXHIBITION

SYDNEY LOWER TOWN HALL

SATURDAY OCTOBER 5TH

9.00 a.m. - 8.30 p.m.

SUNDAY OCTOBER 6TH

12.30 p.m. - 7.00 p.m.

MONDAY OCTOBER 7TH

9.00 a.m. - 7.00 p.m.

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AUSTRALIAN MODEL RAILWAY ASSOCIATION FEDERAL COMMITTEE OF MANAGEMENT

STATEMENT OF RECEIPTS AND EXPENDITURE FOR THE YEAR ENDING 30th JUNE, 1974

RECEIPTS

Cash at Bank, 30/6/74	1,082.60
Petty Cash on Hand at 30/6/73	90.00
New Member Subscriptions	265.30
Membership Renewals	1,330.40
A.M.R.A. Journal Subscriptions	1,372.50
Joining Fees	170.00
Sale of Badges and Accessories	11.50
Donations	10.32
Advertising in Journal	625.20
Bank Interest	73.72
Guide to Model Railway (Vic. Branch Refund)	78.75
Guide to Model Railway N.S.W. Branch Refund)	24.50
Back Copies of Journal	4.45
	<u>\$5,139.19</u>

EXPENDITURE

Printing Journal	1,037.55
Postage on Journal	160.24
Journal Expenses	509.01
Stationery	173.08
General Postage	200.40
Trophies	34.75
Bank Charges	3.20
Refunds to State Branches	293.50
Adding Machine (Federal Treasurer)	85.00
Federal Registrar Expenses	84.00
A.M.R.A. Membership Posters	52.55
Guide to Model Railways (Printing)	189.00
Property Insurance	13.97
Advertising — Q'land M.R. Exhibition	25.00
Typewriter Service	48.00
Membership Receipt Books	138.00
Freight on Receipt Books and Envelopes	1.27
Rex Rotary Scanner	700.00
Rex Rotary Scanner Material	92.40
Cash at Bank at 30/6/74	90.00
Petty Cash on Hand at 30/6/74	90.00
	<u>\$5,139.19</u>

STATEMENT OF FUNDS AT 30th JUNE, 1974

Commonwealth Trading Bank, Punchbowl, N.S.W.	
Current Account as above	1,208.27
Commonwealth Savings Bank, Punchbowl, N.S.W.	
Reserve Account as at 30/6/73	1,035.69
Transferred to Building Society	1,000.00
	<u>35.69</u>
Interest credited June, 1974	4.43
	<u>40.12</u>
Interstate Branches	
Account at 30/6/73	10.25
Deposit December, 1973	8.50
Interest credited June, 1974	.50
	<u>19.25</u>
Estate Agents Building Society	
Investment	1,000.00
Interest credited December, 1973	32.21
Interest credited June, 1973	40.80
	<u>1,073.01</u>
Cash on Hand	
Floats as above — Petty Cash	90.00
	<u>\$2,430.65</u>

Robt. K. Robinson, J.P., Treasurer.

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This publication reserves at all times the right to refuse acceptance to all matter considered unsatisfactory for publication.

BOTH SIDES OF THE LINE

by Greg O'Flynn

continued from last issue

A Passenger service is not provided on the Victorian side. There is a daily service to Adelaide departing at 8.10 a.m., and the Down railcar arrives in the late afternoon. The set usually consists of a 250 power car, a 100 class trailer, and a 250 class power car. The overnight passenger train has sleeping and sitting accommodation. High speed bogie rolling stock is attached to the train on the Up and Down directions as required, and on the Up, SAR CS livestock wagons for Dry Creek at Adelaide are detached at Mitcham.

Locos used are 900 plus 930 class, and 830 class. Railcars are 250 class (Bluebirds) plus 100 class trailers.

The overnight passenger train to Adelaide is slightly unusual in that only one set of cars is used to provide the service. The Down train arrives at Mt. Gambier around 8.00 a.m., and then departs as an Up train the same evening at 9.00 p.m., arriving at Adelaide the next morning. Up trains are on Monday, Wednesday, and Friday nights, and Down trains are on Tuesday, Thursday and Sunday nights.

On the Victorian side, T class engines are generally used, but this could change when the 60 lb. rail to Mt. Gambier is relayed with 80 lb. Steam locos used on the VR were J or K class, I don't know if N class worked the line, but it is possible that D class did. SAR steam locos that I am sure about, were 520 class 4-8-4's, 600 class 4-6-2's, and Rx class 4-6-0's. Load schedules for the 500 class were made up, but reference to the ARHS book on this class indicates that they were not used. I am not sure if 700 class 2-8-2's, or the light 620 class 4-6-2's were used, but the S class 4-4-0's were.

Livestock traffic in the South East is well catered for, and in the past Sheep train specials to Borthwick's at Portland, have been run in the

Export killing season. Superphosphate traffic is also predominant in the South West of Victoria and the South East of S.A. The Super works are now established in Portland, and provide extra traffic in the season. A "Jet", or express goods train, is now run from Mt. Gambier to Melbourne daily Monday to Saturday. It is No. 7 on the Down, and No. 16 on the Up. No. 7 arrives at Mt. Gambier at 9.00 a.m., Victorian time. No. 16 departs at 6.25 p.m. Victorian time, arrives Heywood at 10.15, and arrives at Melbourne at 7.00 a.m. the following day.

In addition a daily roadside goods departs Heywood at 1.25 p.m. (ex Portland) and arrives at Mt. Gambier at 4.33 p.m. The Up train departs from Mt. Gambier at 12.30 p.m., arrives at Heywood at 5.59 p.m. and terminates at Portland. The roadside goods trains cross cross at Dartmoor, where if the load of the Up goods exceeds 560 tons, the engine of the Down goods banks the Up goods in the rear to Mile 252, near Greenwald, a distance of about 9 miles. This is because the Winnap geological fault causes quite a difficult problem for Up trains. A light engine is scheduled from Hamilton to bank the No. 16 Up goods from Dartmoor to Hamilton, where either an X class, or B class takes over the train. Even then the train may have to be banked in the rear out of the yard. This is quite a lot of banking work.

A thrice weekly mixed passenger and goods train operated until 1945 when the passenger accommodation was withdrawn. On odd occasions, when the main line was blocked, the Overland has run via Mt. Gambier and Heywood, to Ararat and the main Melbourne-Adelaide line.

The allowable goods load between Mt. Gambier and Dartmoor is 1600 tons, but is reduced to 560 tons unless the train is assisted in the rear, when the load is 1120 tons. The No. 16

fast goods' load between Mt. Gambier and Dartmoor is 900 tons with one T class loco, and between Dartmoor and Heywood 1000 tons with two T class locos, or 500 tons with one T class loco. Now for the fun of it, work out how many reversals the train makes before it gets on to the line to Melbourne at Ararat. Or if you like, the way you would have to marshal your train at Mt. Gambier to have the loading in the correct order in Melbourne on arrival. Or again, the quickest way to reverse the train order without excessive time lost in running around the train, and how many express goods guard's vans you would need at Ararat to avoid excessive time testing brakes if you shift the van from one end of the train to the other.

To fit the whole area into a model would be nigh on impossible, so I have condensed the section to include Mt. Gambier station yard and loco plus the junction into one area, shortened the Millicent Branch, and shifted the paper mill as well. To increase the operation, and as an excuse to run a through service, I have included the fictitious connection between Heywood and Koroit, allowing a connection to Melbourne via Geelong, instead of via Ararat. After all we are running our model railways the way we want them, and to suit ourselves, so what better chance is there? The emphasis on my system is on mixed SAR and VR, plus an excuse to run other systems rolling stock.

In model form Victorian trains are double headed departing The Mount, and depending upon choice, having decided which State one wants to be in, the passing loop can be on either side of the Border.

Rolling stock can be whatever you want, as plenty of kits are available. With a bit of sawing and hacking, a presentable 250 class railcar, or the new VR 40 or 41 railmotors can appear from the Triang Budd car. I grant you it may not be a scale 3.5 mm, BUT if it looks the part and runs OK, so what! Joint stock passenger cars are pretty common, so you can run Triang Southern Auoura cars through both ways. The SAR 9300 class guards vans and the VR CP vans are very similar, except that the 8300 has more specific passenger accommodation. If you have a liking for Australianised American rolling

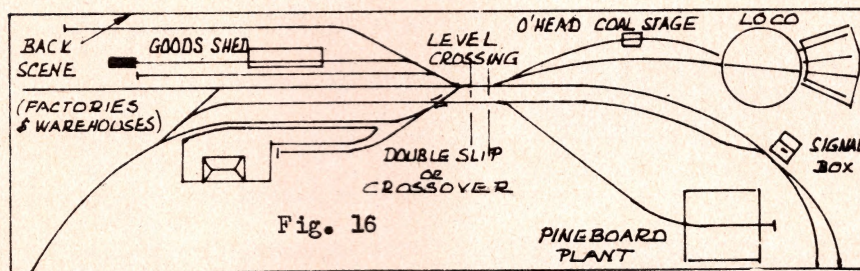
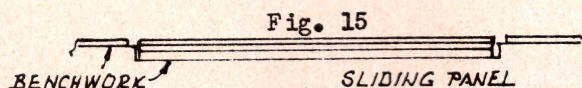
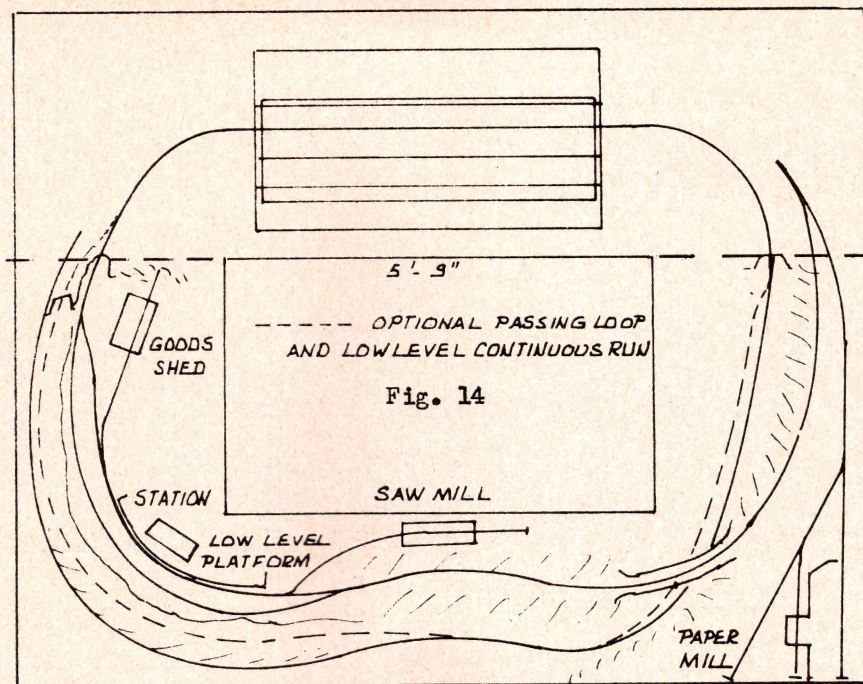
stock, what better chance have you than on the SAR? On the Victorian system the only bogie rolling stock that may be attached to a passenger train is the VP bogie louvre van, or the BP bogie box van, but in SA it is common practice to add bogie rolling stock to passenger trains.

To quote a couple of examples, it was fairly common in the 'thirties for a telegram from the SAR train controller to arrive at Serviceton, informing the VR that the Overland would have vehicles attached to the rear for removal at that Station. A photograph in the ARHS publication "The 600 class Locos" shows a Down South East Passenger train for Mt. Gambier, departing from Taillem Bend with bogie goods vehicles attached. So you see that here again is proof that there is nearly always a prototype for Model Railway happenings.

If you like Train Order Signals, Switch Stands, or American type Water Columns, here is your chance. Signal arms are different in each State, so the chance to mix it is yours. Loco kits are a bit different, but provide a chance to kit bash, or just run them anyway after a repaint. It all helps to create that individual image, when you just please yourself. As a further bit of Modellers Licence, you could run part of your layout with a private company line — owned by the Paper Mill, and thus get a further chance to mix in various Rolling Stock.

Figures 14 and 16 show the layout, the section in Fig. 16 being fitted above the storage sidings. The storage sidings can be four or five feet long to suit your individual requirements. These could be mounted on a sliding panel (traverser) 9"-10" wide, which is moved backwards or forwards to align the tracks, or to give access for train reversal. The tracks on the sliding panel can be powered with built in contacts, plug in connectors, or, in a common return circuit, with a rotary section selector switch. Fig. 15 is a cross section of the sliding panel. This is held in the correct position by a bolt fixed to one part, which fits into holes bored at the correct spacing in the other.

Perhaps the area may be a bit crowded for your tastes, so it may be reduced or expanded as you wish. I trust that this article has been interesting so far. The Victorian side is quite a contrast, as could be expected from separate systems.

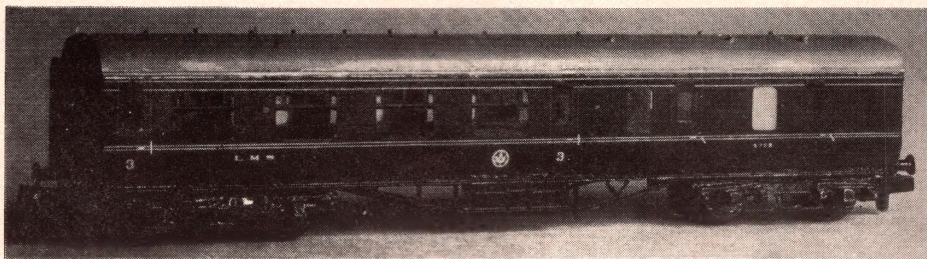


In conclusion, I would like to thank my wife, Janice, for her patience, which as any rail enthusiast's wife would know, is severely stretched at times. As a country member, who has not made contact with the metropolitan members at all, the visit by Howard Armstrong some time

ago also sparked the flame. I hope this article may help other members with ideas how the prototype in their area may be applied to their modelling, and also enthuse them to contribute their ideas to Journal in answer to the many pleas from the Editor.

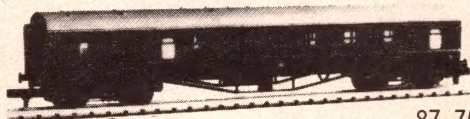
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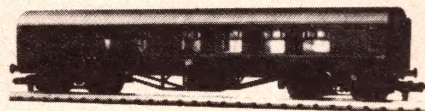


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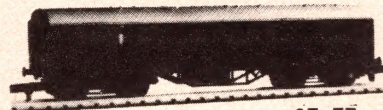
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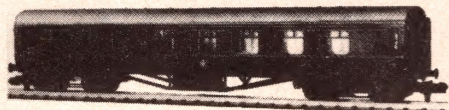
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87.72



87.73



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(Photographs are all of actual models)

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PROTOTYPE STATION LAYOUT - PATERSON

by Alan Templeman



Paterson Station Building — Photo: A. Templeman.

Paterson is situated on the N.S.W.R. main North Coast line, 132 miles north of Sydney. The track is single at Paterson, as the North Coast line becomes single at Telerah, the first station north of the junction with the main Northern line near Maitland. Paterson is situated in picturesque dairying country on the Paterson River, a tributary of the Hunter River.

The track layout at Paterson (see diagram) consists of a passing loop and a loop siding serving the goods shed and stock race. Two crossovers joining the passing loop and the goods and stock loop facilitate shunting. A deadend siding at the southern end of the yard

serves a milk depot of the Hunter Valley Co-op. Dairy Co. Ltd.

Signalling is by mechanically operated lower quadrant signals. In the up direction there are outer and inner distants, main and loop homes, and main and loop starters. In the down direction there are distant, main and loop homes, and main loop starters.

Approaching Paterson from the north the track crosses the wide river flats of the Paterson River by a steel trestle, at the northern end of which is the Up Outer Distant signal. The Paterson River, which at this point is at the southern

edge of its flood plain, is crossed by a steel truss bridge flanked by plate girder bridges. Immediately after coming off the bridge the track crosses the Maitland-Dungog road by means of a level crossing with manually operated gates. The track then enters a shallow cutting in which is situated the Up Inner Distant signal, and leaving the cutting passes the Up Home Signals to enter Paterson yard.

The station building is a simple timber structure as can be seen from the photograph while the goods shed is a typical N.S.W. corrugated iron building.

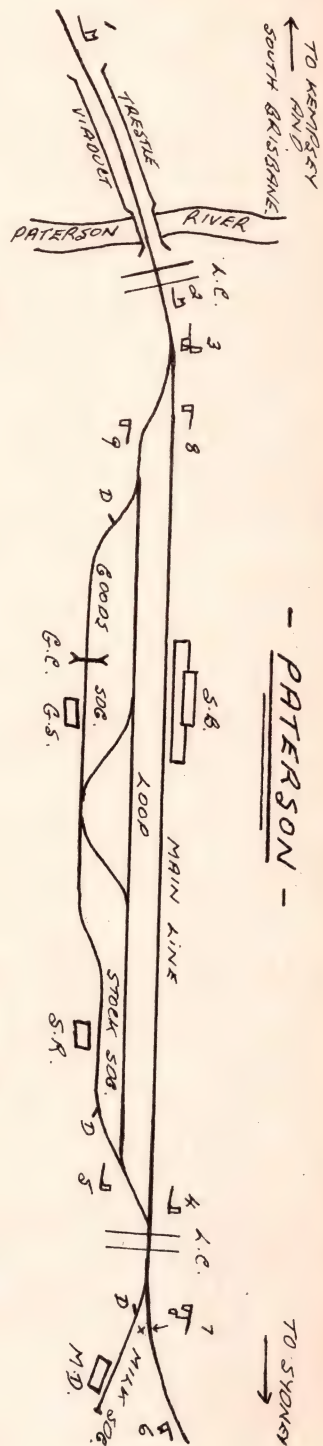
The main passenger trains through Paterson are the North Coast Daylight Express during the day, and the Brisbane Limited and Gold Coast Motorail Expresses and the North Coast Mail at night. There are also morning and evening

all-stations trains between Newcastle and Dungog (both up and down), and three days a week two car diesels run between Gosford and Dungog (both up and down) connecting with electric interurbans to and from Sydney at Gosford. Goods traffic is heavy with many interstate express freights. A ballast quarry is situated at Martin's Creek, 4 miles north of Paterson and frequent workings are made to this.

In the latter days of steam C35, C36, standard goods and D59 classes worked most trains on the North Coast line, with possibly an occasional C32. (C38's were not regularly used on the North Coast line because of axle load limitations). At the present time 43, 44, 442 and 45 class diesels handle most traffic with 48 class branchliners on the Martin's Creek ballast train workings. Prior to their scrapping the 40 class were also frequently seen on the North Coast.

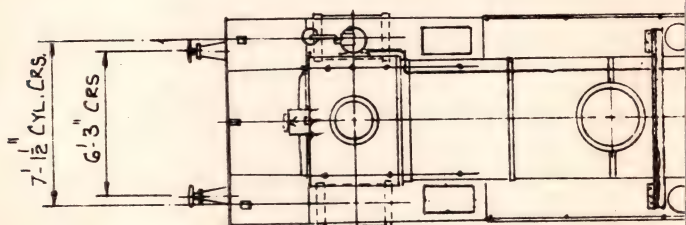
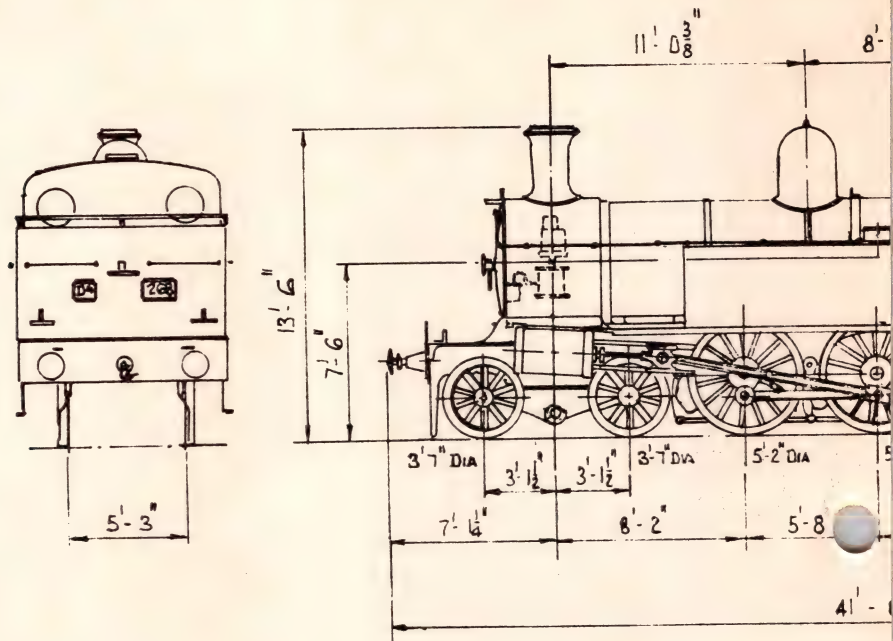


Paterson Goods Shed — Photo: A. Templeman.



4804 Comes off the bridge over the Paterson River with an Up Ballast Train from Martins Creek.

Photo: A. Templeman.

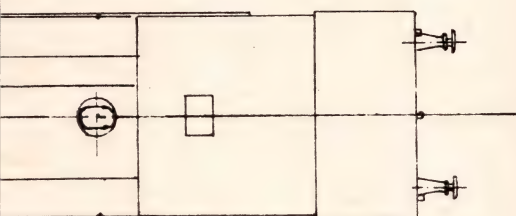
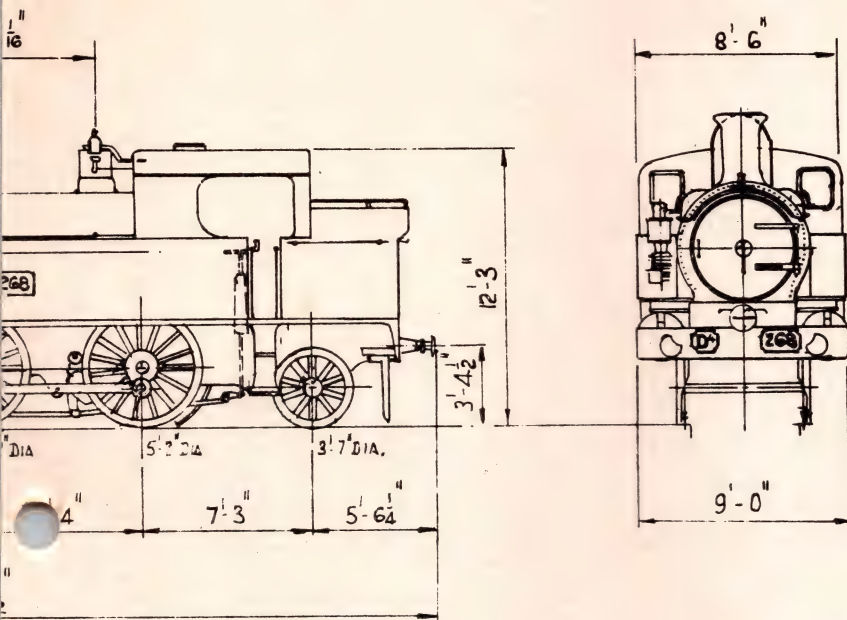


VICTORIAN

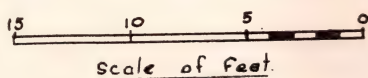
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BETTER MODEL RAILWAY ELECTRICS

No. 5. A Mobile Controller for Split Potential Power.

This the fifth of a series written by Allan Dowel, based on his experience as electrical engineer with the Melbourne Model Railway Society.

Mobile controllers are very popular, and for several good reasons. They enable a driver to follow his train around a layout. They allow a driver to be close to his loco when shunting. They keep drivers away from control panels. If plug ended (as they should be) they allow quick change over of faulty controllers.

This article describes the mobile controller of the MMRS and details their use.

The face area of the MMRS mobile controller measures 5" x 4", and 4" x 4" of this is precisely as described in No. 4 of this series. The extra 4" x 1" across the top carries the SPDT toggle switch (in the centre for reversing, a large red bezel lamp cap) for overload, indication, and symmetrically opposite, a smaller white lamp cap for "TRAIN INDICATION", which will be described later in this article.

The whole is housed in a sheet metal box which is 2" deep (mainly to house the car headlamp for overload indication) and has on the back, a handle for holding it. This handle carries a slotted hole so that the controller can be hung on a screw when not in use.

The controller is fitted with six feet of 3 core light flex which terminates in a 3 way PMG concentric switchboard plug. The circuit for the complete controller is shown in Figure 12. Note how the split potential power system requires only three connections to the controller allowing the use of common flex and 3 way plugs and sockets.

The CIRCUIT is very similar to that shown in No. 4 of this series, except for the addition of the TRAIN INDICATION lamp. This lamp is connected to the OFF position of the controller and will light up only when the controller is connected to a locomotive. In fact, the lamp current actually flows through the motor of the

loco, but is too small to affect the motor. It is a special PMG type lamp which draws only about 40 milli-amps at full brilliance. Unfortunately, they are only available from disposal sources in the 6 volt size, hence the voltage drafting 150 ohm 1½ watt resistor which is shown in series with it

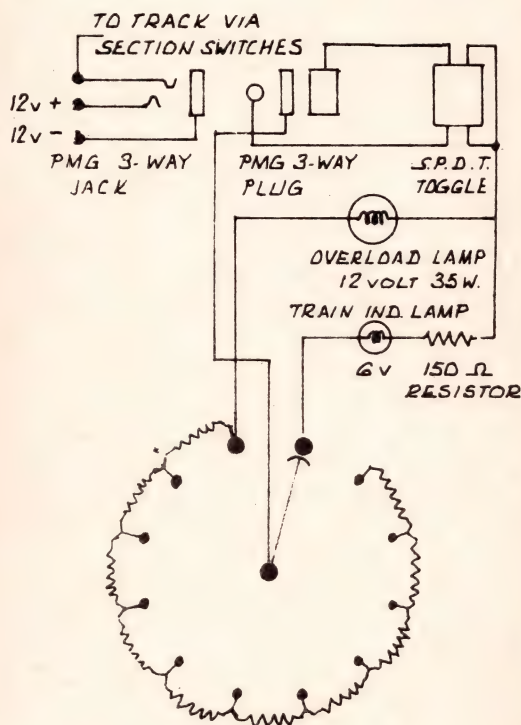


FIG 12 MOBILE CONTROLLER FOR SPLIT POTENTIAL POWER

in a large layout, it is quite usual that the person who does the switching of section power is not the driver. Thus, the driver is never quite sure whether he is connected to his loco or not.

With this lamp in each controller circuit, there is never any doubt, as the lamp current is the loco current. The rules of operation are:

(1) You must not move a controller from OFF unless the light is glowing and

(2) If you train stops for some unaccountable reason, then you move your controller handle to OFF, and wait for the lamp to glow.

The lamp and these two rules ensure that all trains are started by the driver's controller, not by a signaller operating a section switch whilst a driver is trying to start his loco with the controller well advanced.

It is important in a mobile controller to mount the overload lamp in such a way that it will withstand reasonable shock, as will occur when the controller is accidentally dropped. This can be achieved by using heavy insulated copper wires, such as those from "T.R.S." house wiring. The insulated wires are taped to the metal base of the lamp, and they suspend the lamp in space, clear of other components as well as providing the electrical connections. (See figure 13.)

The flexible cord should enter the metal case through a rubber grommet, and be knotted inside to take the strain off the connections.

In the MMRS we use PMG switchboard jacks (sockets) at suitable locations for driving, whether it be for the main line between stations

or for shunting within a station area. They are cheap (disposals), compact and used to hard work.

Each section of track within station limits has a five position switch on the control panel. This switch can connect the track section to: —

1. MAIN LINE ON LEFT
2. STATION CONTROLLER JACK — LEFT SIDE
3. OFF
4. STATION CONTROLLER JACK — RIGHT SIDE
5. MAIN LINE ON RIGHT

We make our own switches from push button telephone parts, but any 5 position switch, such as the radio "wafer" type switch would do.



HEAVY INSULATED WIRES TAPED TO LAMP

FIG. 13.

From figure 14, which shows the HOT RAIL only, you will see that any "pattern" of track

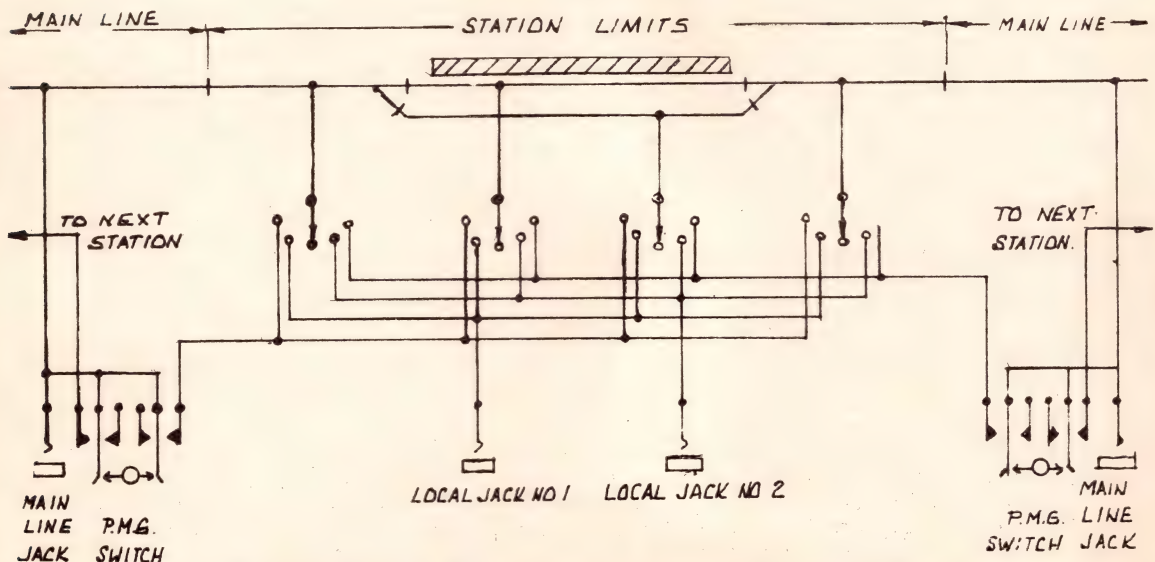


FIG. 14. TRACK SECTION - CONTROLLER SWITCHING.

sections can be connected to any of the four control jacks by the switches.

In the case of the main line sections, the operation of the PMG SWITCH towards the station, connects the MAIN LINE JACK to the preset station pattern. Notice that the MAIN LINE JACK is permanently connected to the

main line track section. Thus, the main line driver drives out of any area of the station, onto the main line. Whilst the loco is on the main line, the driver changes the PMG SWITCH right across (pointing to the next station) and he picks up the preset pattern of the next station. This system therefore enables a driver to drive from any track in one station to any track at the next station, using the one controller, and yet at no time are two stations tied together, which overcomes an old problem.

1976 25th Birthday Convention

Due to the current inflationary trend and rising costs, the Federal C.O.M. have decided to defer for 12 months any proposals or planning for the 25th Birthday Convention to be held in Sydney at Easter 1976.

This action is regretted by all concerned, but it is hoped to present an interesting, and at the same time an inexpensive programme for all interested members.

WANTED

O Gauge Rail. Any type, Steel or Brass, Bull Head or Flat Bottom, in useable condition. Contact JOHN McNABB, P.O. Box 109, Boronia, Vic., 3155.

MODELLING AUSTRALIAN

by Bunyip

Model Railways are, in fact, a re-creation of life in miniature form and as a majority model the steam era, it would be fair to say that most modellers are re-creating a historic miniature scene. Now it is not the intention to compare British, European and American trains with those from Australia for it is agreed there is no comparison. Australia is the best country in the world so it stands to reason that Australian trains must be the best. Using these unbiased facts as a guide, it would be correct to assume that eventually the majority of Australian modelers will follow the local prototype.

Because Australian modelling is in its infancy a certain amount of scratch building is necessary but this can be very rewarding for the family can join in on many of the projects.

Track laying and wiring is the same no matter what prototype is followed and all necessary components can be found in the local hobby shop. HO scale is well catered for with a reasonable range of Australian models. Ready to run locomotives range from \$13 to \$78, locomotive kits from \$17 to \$55 and a large range of passenger and goods stock in kit form. Granted there is little to offer in the ready to run condition, but with the many kits available

the modeller is given the chance of obtaining a varied assortment of wagons.

Yes, kits do require a certain amount of ability to be built but then the model press, including this magazine is always publishing articles on kit construction and scratch building which incidentally is not difficult. Admittedly the first model build may not be fantastic but the models improve with experience. Anyone who confines himself to buying all rolling stock and building in completed condition is missing out on the most rewarding asset of Model Railways — CREATION. Most kits can be built up on the kitchen table in a few nights keeping the missus happy for you are not out with your drunken mates. — DOMESTIC BLISS. — The modeller can add as much detail as he requires and to do this he needs photographs of the prototype which can be obtained on the weekly family outing. Coincidental that the family car follows the twin rails until the sought after wagon is found and photographed then off to a picnic site again overlooking the rail lines. Barbeque completed the modeller can lay back with pride — Self Happy — Wife and Kids Happy ? ? — Flies Happy.

After completing a few kits the modeller gains

sufficient experience and courage to commence scratch building some of his rolling stock. The joy of scratch building is being able to create a wagon or carriage no one else has — a vehicle so good no one can tell it apart from a mass produced model — **SMUG MODELLER — PRIDE** — until you meet that expert — you know the one that sits back in his chair and criticizes one and all — the one who, in fact, has never built a thing — he politely informs you that you put too many rivets on one side and that one plank is too wide. Refraining from pushing his teeth down his throat the modeller gains more experience — **RESTRAINT — HUMILITY**.

Next comes the layout where the modeller can choose between copying a prototype layout or combining an established track design with prototype building. No layout looks more like a train yard than the real thing. If you feel you are better equipped to design a layout you may well be in the wrong job. The Railway Dept. are always looking for additional design staff but beware you may end up a fettle or a navy. Incidentally an Australian layout is not complete if it includes buildings of overseas architecture. Again the best way to obtain information is to travel around the various rail yards choosing your prototype, in fact you may even spend your annual leave travelling via the rail line with the missus and kids in tow — Self Happy. Missus and Kids Happy ? ? Of course a simpler

method to obtain track designers is to research back issues of the Bulletin, published by the Australian Railway Historical Society. The modeller can then settle down to a few years work building gum trees, mangrove swamps, farm houses, barns, stations, etc. Again more experience — **MASTER BUILDER — LANDSCAPE-ARTIST**.

Looking back the modeller of Australian prototype is a rare bird, he is knowledgeable — engineer, photographer, builder, creator, yes he is a highly qualified person, in fact he is a cut above his fellow modeller, he walks very tall but he is very vulnerable so the next time you see his rail system working ask him why his engines do not omit smoke or why the brake lines do not squeal.

Looking closer, the Australian Modeller is not in anyway different to any other modeller of Railways. One and all gain the same ability. It is just that he is modelling the best railway system in the world no matter what system he follows.

Australia is a great country so why not model a section of its scenery. Although this article has been written tongue in cheek the author can honestly recount the artistic side of the hobby as a great pastime and providing one puts trains in the proper perspective the family can enjoy the hobby with you.

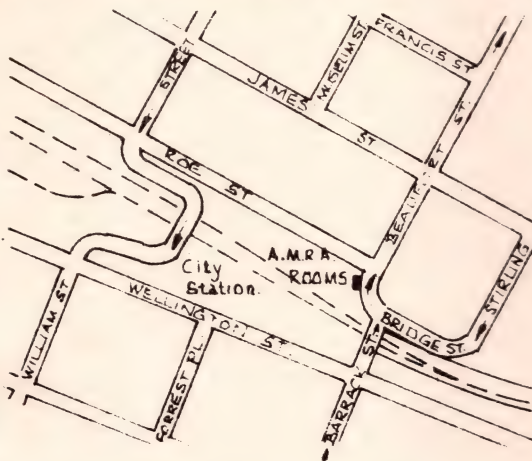
IT'S TIME to model AUSTRALIA.



The old N.S.W. Branch layout, dismantled about five years ago. It shows how effective the use of kits and a little simple scratch building can be. Note the wedding group and the window cleaner (or is he a burglar?).
Photo Jack Parker

BRANCH NOTES

WESTERN AUSTRALIAN BRANCH NOTES



Club night meetings are held in the Clubroom, 1 Beaufort St., Perth, on the FIRST Monday of each Month. Working Bees on the layout are held on the two Saturdays per month as indicated on your quarterly programme.

For further details ring Jack Eagles, on 60 5005.

We have been having good attendances at our meetings in recent months, with twenty or more members at most meetings. As you can guess our own club rooms have helped tremendously and on occasions we have run out of seats, and for that matter have run out of room a couple of times and members have had to stand in the entrance hall and look through the door.

Our July meeting held on the 1st of the month at our clubrooms was attended by 21 members, who enjoyed a most interesting clinic on silastic moulding of stone buildings and open wagons. This clinic, ably conducted by Ross Hurley, engendered much interest in this aspect of railway modelling by all members present.

A successful cake stall and model railway show was held on the 27th of July to raise funds for the Branch. This money will be very useful as it gives us a slight move away from a nil bank account each time the rent is paid and will enable us to make more plans to exhibit our layout.

After spending a number of Saturday work days rebuilding the old club layout, which was exhibited at our railway show, work will again

resume on the new layout, which has reached the stage where the electrical wizards have been invited in to show their skills.

On August 5th, 23 members were hosted by Mr. Morris of the W.A.G.R. Public Relations Dept., who gave a very interesting talk on the administration and operations of the department and followed this up by showing two excellent films on the "Prospector" and "Railways of Australia".

The following weekend, the 10th August, members and their families enjoyed a pleasant afternoon at the Castledare Miniature Railway during their Sunday afternoon work day. This club is very active with a strong membership and many projects are either in the planning stage or well on the way to being completed. A new round house and associated turn table are under construction and two bridges are to be replaced with the associated track work in the near future. It is hoped to extend the mainline at some later date from the present 5,400 feet. The establishment of a goods depot to handle work trains for the construction projects, and maintenance along the line is also planned. Castledare Miniature Railway is open the first Sunday of each month.

Jack Eagles, Hon. Secretary.

QUEENSLAND BRANCH

Cec Wall was our host for the June Meeting. Cec demonstrated the operation of train control on the North Coast line. The use of a tape recorder provided a series of simulated telephone conversations between Control and various stations concerning the progress of a number of trains. Their progress was illustrated on a large graph, clearly showing the aspects of this procedure including crossings and late running. The latter is a rare occurrence in Queensland. As most of us had no intimate knowledge of control procedure, this was a worthwhile experience. Cec is fortunate in having a shed in his backyard, to which we adjourned to view his HO layout. Sound effects were obligingly provided by the Q.R. from the Brisbane-Ipswich mainline beyond the back fence.

The July gathering was at the home of Eric Lyon. A friend of Eric, a former AMRA member whose name I am sorry to say I cannot recall, screened 8mm movies of Australian and British

railways. Thank you very much anyway. The latter films had our English refugee, Big Jim, gurgling happily all night.

On Exhibition Wednesday members had the privilege of an inspection tour of Redbank diesel workshops. Our obliging guides conducted us over the entire establishment, and gave us a most interesting outing. However, some of us oldies find the enthusiasm of the youngsters for diesel traction, a bit hard to understand. Presumably a reflection of their bleak, steamless, childhood years.

Following an approach by the Railway Department to this Branch, models of the electric trains for the Brisbane Electrification Scheme were built for display at the Royal Show. Jim Bilby constructed a 1n3½ scale coach from styrene sheet and a beautiful job it is too. The operating HO coaches were cast in Silastic. Thanks are due to Jim Fainges for carrying out the bulk of this work. Further public holidays displays of members work will be the ARHS field day at Redbank Loco Museum late in September, and the Hobby Show at the City Hall in November. Work has commenced in preparing the HO layout for the Hobby Show although fortunately there is not as much work to do this year. The outer single standard gauge track has been lifted and will be replaced with 3' 6" gauge. How's that for progress?

Some months ago, a letter was sent to Queensland country members outlining a scheme of correspondence with Brisbane members. So far our Liaison Officer Jim Bilby has received few replies.

Please write, we would be very glad to hear from you. If you should be coming to Brisbane, let us know, and we can organize some activity or layout visits during your stay. Jim Bilby's address again is 68 Mashobra Street, Mitchelton, 4053.

Jim Christie, Hon. Secretary.

FOR SALE

A.M.R.A. CAR BADGES

The N.S.W. Branch is considering ordering a quantity of car badges to the design of A.M.R.A.'s familiar wheel on rail emblem. They will be of metallic construction suitable for fixing to radiator grills, etc. The approximate cost will be \$4.00 each.

Will all interested A.M.R.A. Members please contact their Branch Secretary or the Secretary of the N.S.W. Branch direct, so that an assessment of the quantity required can be made.

The N.S.W. Branch Secretary is —

Mr. P. Kelly,
3 Lee Street, Condell Park, N.S.W.

SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.



Meetings are held on the 2nd Thursday each month at "Tim Dunlop House", 92 Wills Street, Glen Iris, commencing at 8 p.m.

July saw the conclusion of twelve months work on the permanent H.O. club layout with construction reaching the stage where it is possible to operate single trains of up to 10 feet in length on a loop of track measuring some 1/5 scale miles, including four passing sidings. To date only temporary wiring has been connected but in the near future it is hoped to install the necessary circuits to permit the simultaneous operation of two trains.

Layout co-ordinator, Noel Ryan and his team have devoted considerable time and effort to bring the layout to its present position, but the "name of the game" in Model Railways is "Operations" and a lot of work has yet to be done to allow time table running. Working bees are held each Wednesday evening with running nights every third Wednesday. Come along and enjoy the fun.

The Agenda for the next three months is as follows: —

October 5th: Crazy Whist at Club Rooms, 8 p.m.

October 10th: Monthly Meeting — Guest speaker — Subject Adhesives.

Competition — Model of a Railway station including passenger station and buildings.

October 19th: Rail Trip to Healesville — Steam hauled.

T.B.A.: Barbecue/Work Party at Clubrooms.

November 2nd: Crazy Whist at Clubrooms, 8 p.m.

November 14th: Monthly Meeting — Guest speaker — Brian Chester. Subject — Scratch building.

Competition — Photo of a Railway Station including passenger station and buildings.

December 7th: Crazy Whist at Clubrooms, 8 p.m.

December 12th: Monthly Meeting — Christmas Party/Running Night.

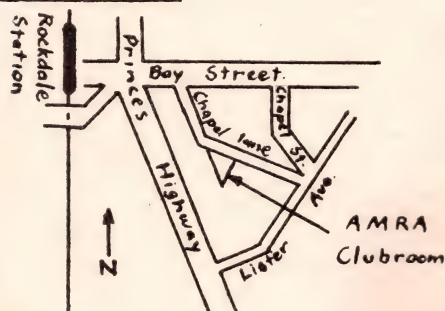
Competition — Collection of 1974 Agenda Models— Durama, Louvre Van, Lineside Structure, Flat Wagon, Railway Station.

This year our rail trip is to be steam hauled (fire restrictions permitting) and whilst the journey to Healesville is relatively short, the line crosses a number of trestle bridges which will give our photographers the opportunity of capturing "Steam" live at eye level. The cost will be \$3.00 adults and \$1.50 children so get in early and book your tickets with Brian Chester or the undersigned.

During the School holidays we held a very successful Mini exhibition at the Club Rooms and a grateful thank you from the C.O.M. is extended to those members who contributed to its success. Don't forget the big exhibition over the Moomba weekend. Friday, 7th to Monday, 10th March, 1975 at Camberwell Civic Centre. Organiser, Brian Chester would be pleased to record your offer of assistance in staffing the exhibition.

John J. Harry, Hon. Secretary.

NEW SOUTH WALES.



Winter, and the ravages of the dreaded flu, have had their usual seasonal affect on attendances at the meetings, however, the Family Buffet Tea and Feature Film Night had a reason-

able roll-up, with over fifty persons attending. The film shown was 'Carry on Camping', and the ladies prepared an excellent buffet tea. If you missed this one, make sure you don't miss it next year.

Layout operation meetings continue to be popular although, as already noted, attendances are down slightly in winter. For the old and new members who have not yet attended these meetings, here is some information about the layouts.

There are two HO layouts available, and, when the occasion demands, a small N gauge layout. One HO layout is a double track point-to-point type built with universal track. The two terminal stations provide plenty of opportunity for interesting shunting movements.

The other HO layout is a 12' 6" x 18' portable exhibition type. It has a continuous run of scale double track about 100 foot long, and plenty of storage loops.

Keep those orders for car badges coming in. Remember, the more we get, the cheaper they'll be. (See advert in the March/April issue.)

The modelling clinic meetings are continuing as usual. Seen at a recent meeting was a very nice HO model of a N.S.W.R. C35 class, built by E. Davies.

Remember our offer to members with modelling problems, to bring them along to the meetings? Well one particular fellow, who shall remain nameless, remarked that he tried to bring along his problem, but he couldn't persuade her to come. Every group has one!

Jack Parker, Branch Reporter.

NEPEAN SUB-BRANCH

The Meeting was held at member Paul Volkert's home in Penrith. A post-mortem of the recent exhibition at Warrimoo was held and the final figures of the takings, which was very pleasing and more than anticipated, was revealed.

By spontaneous mutual assent an exuberant round of applause was indulged in by all for the excellent job by the Organizer of the exhibition, Keith Wilcox, whose past experience and knowledge of exhibitions really got things moving. Keith in turn expressed gratitude to all those who so ably assisted and for the esprit de corps that prevailed during the exhibition.

It is proposed that the exhibition be held on an annual basis, despite requests from many an unexpected quarter for another in 3 or 6 months. Our grapevine reports that the exhibi-

tion was the finest seen in many moons. It was decided that the layouts at our next exhibition will be different, to avoid repetition.

The services of security guards will be necessary at our next exhibition to deter pilferers and interference with layouts, as the disappearance of rolling stock and sundry items was a blot on an otherwise joyous occasion.

We next met at Brian Ridge's domicile to visit his new layout and to rehabilitate stored layouts.

The acquiring of suitable club premises came in for much discussion. Despite several promising prospects all had snags — We have not given up hope.

After supper there was a general free discussion between members, and in particular about those much promised, publicised "PIE IN THE SKY" products which never materialize.

Around 11.30 p.m. we made our final farewells and then watched the late movie. Cop this, it's the "Hiawatha" at speed in the corny old movie. What seedy diesel could ever match the majesty of those great drivers. Small wonder American loco engineers were held in such awe.

Around 8 p.m. or so some 14 members, 16 visitors, and several children, swarmed into the domicile of Ann and Brian Ridge at Glenbrook. They parked their vehicles in historic Wascoe St., where once, valiant little locomotives conquered the first ascent of the Great Dividing Range on the Lower Zig-Zag.

This unselfish couple had devoted 3 rooms to layouts etc. for the meeting.

The layouts were: —

(i) Jim Kendall's HO/OO. Juniors were given a free hand here (under instruction) and a variety of TRIANG and Line stock was running. However the endless curves suit the "shorties" better than the long coaches.

(ii) Adrian and Ken Guest (Juniors) brought their N gauge layout along, and this is a well designed layout as described in the Warrimoo exhibition report. The scene is reminiscent of Junee Bethunger or Ardglenn — Murrumbidgee of the N.S.W. Railways. The boys had European and American loco's running, and a "MINITRIX" Hall class 4-6-0 with "GRAFAR" clerestory coaches.

(iii) Brian Ridge Layout permanent until next exhibition. This is not yet complete, as the elevations are still under construction. Nevertheless we still had a feast of loco's, some 25 in all. Perhaps the best performer was Noel Quartermain's (on loan) Tenshodo Brass New

York Central "MOHAWK". The Loco appears to be quite heavy.

Around 10 p.m. or so the ladies demanded our attention as supper was served, to which we did justice, as it was felt their efforts should not be wasted.

Further discussion about our proposed trips and around eleven, farewells. After many thanks to our host Brian Ridge and his charming understanding wife Ann.

Our Christmas Party will be held at Wascoe Siding with the 5 inch Live steam bods and the Blue Mountains Model Railway Soc. This promises to be another happy occasion and may be the only steam around shortly if a biased gent from the "Old Dart" has his way.

Peter Rogers, Sub-Branch Reporter. Warrimoo.

FROM OTHER CLUBS

THE DIAMOND VALLEY RAILWAY LTD.

During the months of April and May, we had the privilege to be visited by members from the Steam Locomotive Society of Victoria, and the Warragul & Districts Railway Club. Although on both occasions, the weather was not kind to our visitors, I am sure we did our best, with "steam operations" (Coolum & Britannia) and delicious barbecue meals, thanks to the Social Sub-Committee. May I thank the members who attended these functions, especially the ladies who went to a lot of trouble to prepare the "goodies".

On Sunday, 5th May, we held our first General Meeting since Incorporation, and a good attendance was recorded. The main purpose of the meeting was to explain to the members what had happened to the railway "Incorporation-wise" and to allow an opportunity for questions (of which there were many!).

The railway recently took part in a "Hobbies Fantastic" Exhibition at the Brighton Town Hall, (15th-18th May, 1974) where a display board was erected giving people who went along to the exhibition a good pictorial idea of our railway. Many publicity pamphlets were taken, and I am sure our efforts will prove worthwhile, at least in the Public Relations sense.

Wednesday, 22nd May, 1974, saw the railway operating for the Fitzroy Mission to the Streets and Lanes with Coolum being hastily prepared at 1.00 p.m., on account of no other Diesel locomotives being available for service. A letter has since been received by the Committee indicat-

ing that the children really enjoyed their visit to the railway on this day.

Thanks must be recorded to Mr. K. McCleod and his wife, for allowing us to invade their home once again. (Ken invited the members to a Film Night on Friday, 31st May last). I am sure the members who made the effort to attend the Film Show enjoyed themselves, I know they did at supper time!

On Saturday, 22nd June, we were invited to visit the Geelong Steam Preservation Society's Railway at the Belmont Common. Unfortunately, only a few members bothered to accept the invitation, but those who did enjoyed real 3' 6" gauge steam trains, rail motors and Ganger's Trolleys!! — for all their worth. Thank you G.S.P.S. for a truly wonderful day.

Finally, a few things that must be mentioned before I round off this report. On Sunday, 23rd June, the Ivanhoe Grammar School Railway Club visited our railway and were suitably impressed. One week later, it was pleasing to note that a rejuvenated W100 returned to service after a major mechanical and electrical overhaul.

Sunday, 7th July, 1974, saw us run for the Salvation Army Red Shield Appeal raising only \$11.00. The small amount raised was due to almost torrential rain throughout the day. It is pleasing to see W241 back in regular service again after its overhaul, involving installation of a new G65 Honda Motor. Work is also well advanced on T320, with its overhaul and this will bring all of the Diesel fleet "up to scratch" for the Christmas peak period. I think praise is justified to Jim Willcox and his band of willing helpers for carrying out this necessary programme of work.

S. E. Gillies, President.

Kit Report

FRIEDMONT MODELS

N.S.W. LHO Pass Brake Van by P. Rogers

The kit comprises sides, ends, floor-base, and battery boxes of the usual opaque petro-resin plastic cast in silastic moulds. The roof is a fine grained timber. The mouldings are even, straight, and have quite a good finish.

The Instruction blurb advises BEAR CONTACT, 5 minute EPOXY or ARONALPHA and personally I think epoxy is a better bet than those rubbery contact adhesives. Regrettably the instruction sheet is almost indecipherable in parts.

Bogies are not supplied, but P.M.H. (Australian made) Delrin bogies and wheels are available to suit the model.

Self tapping screws, or a glued in bolt, would be required for bogie pins as the roof is not removable once glued on. To position the bogies there are scribed lines marked on the underside of the floor, but there is no diagram on the construction sheet.

The manufacturer recommends "HUMBROL" flat but I suggest British Paint NU-PLASTIC, it does a better job and is about 30 times cheaper.

Now the costs: —

EPOXY, BRITFIX 19	\$1.50
L.H.O. Pass Brake Van Unit	2.60
P.M.H. Bogies with wheels	per pair 80c
plus screws say	6c
plus paints say	10c
plus couplers prototype's say	30c
plus proportionate costs of use of sandpaper, files, drilling, paint brushes, say	50c
Total	\$5.86
Subtract portion of epoxy left	1.00
	\$4.86
Labour costs 3 hours at say \$3 per hour	\$9.00
Grand Total	\$13.86

Labour costs are based on an average wage, with holiday pay, Public Hols., loadings, super., etc., etc. at \$120.00 per 40 hour week. Assuming it would take about 3 hours or so of spare time to assemble and paint kit. Kit would cost near enough to \$14.00 when finished.

This is food for thought and it becomes obvious that apart from the satisfaction of building your own kits it would be far cheaper to buy proprietary lines if they were available.

The kit comes in a plastic bag so the buyer can see what he is getting, but I would prefer a boxed kit even if I had to pay a little extra.

The Delrin wheels run very free on the track but suffer from axle bend, which a plastics expert tells me is a feature of high speed injection moulding. However at 20c a pair they would be cheapest on the Australian market.

WANTED

TRIANG R.426 Diesel Pullman Parlour cars in good condition. Reply with price to P. Rogers, 199 Westend Highway, Warrimoo, 2775.

IS IT REALLY A MODEL RAILWAY?

by E. G. Watson

PART 1

THE TERM "MODEL RAILWAY"

"Model Railway" is a term which, loosely applied, can refer to any of four different types of layouts.

1. Toy train sets.
2. Display models as seen in shop windows and department stores.
3. Exhibition layouts.
4. Model Railways, built and operated along the lines of prototype railway systems.

Each of these may contain some features of another, but broadly we can consider them separately.

1. Toy Trains

Usually purchased in sets, with continuous circle of track and operated according to the whims of those playing with them.

2. Display Models

Designed to attract attention and as a means of advertising. Operated on the "demented mice" formula, these have trains chasing each other around in circles like demented mice.

3. Exhibition Layouts

Usually of much higher standard than 1 or 2, they are used at exhibitions to present the hobby to the visitor. Although I may consider that these could also include layouts to demonstrate various aspects of train running to followers of the hobby to increase their interest, within the limits imposed by the fact that the layouts are on public exhibition, they are generally very good. The only objectionable feature is to be found on those operating on the "demented mice" formula.

4. Operating Model Railways

These contain the features of a prototype railway — signals, sidings, train control, time-tabled operations, etc., and are run in accordance with standard safe-working practices. Loops, main line run-arounds, crossovers, etc.

are included as required. In effect they are miniature railway systems.

If these four types of layouts were clearly identified and their limitations and purpose clearly understood by all, then no problem would arise.

It is unfortunate that many people base their ideas of M/R solely on 1 and 2 and the lesser type 3 layouts. These ideas reduce down to the fact that they consider that M/R trains **ought to or should** run around in a continuous circle like demented mice. It is more unfortunate that seeing so many "demented mice" type layouts about perpetuates this idea. The guiltiest of all are some Model Railway(?) magazines that perpetuate these ideas, (this point will be expanded later).

This causes many people to condemn layout that does not conform to their preconceived and limited idea of what M/R should be as "No good". The above points may not be of any great importance so far as "casual visitors" are concerned, but when carried over into the hobby, do set a severe limitation to the type of layout built, its operations, and the understanding and enjoyment of the hobby by many of its followers. Just how severe this was I did not realise until several of my fellow V/R employees who are also interested in the hobby declared it impossible to duplicate on M/R several aspects of actual train operations that I do as part of everyday M/R train running.

Two aspects of this, "Public Sidings" and "Disabled Trains" are discussed further under "Influence of Magazines". The next sections discuss the way these ideas limit the scope of M/R for some and cover model and non-model track design and operations and ways of transforming a "demented mice" type layout into an operating model railway — plus how the best designed layouts can be downgraded to "toy" class by non-model operating.

NEPEAN SUB-BRANCH EXHIBITION

by Peter Rogers

Before I proceed further let me say that as an exercise in organisation, co-operation, goodwill and publicity the Exhibition was a SMASHING success. Now let us promenade the tallowood to see those exhibitors who helped achieve this happy event.

We commence with Junior Mark Boroman age 14, whose 6' x 3' N Gauge Layout was his first attempt. This was a very neat European scene and quite charming. Pyneboard base with plaster outline for hills and elevations. Roads of emery paper and skilful use of imitation grassmat.

It is essentially one track, with two running trains plus shunting lines, through the use of a separate transformer.

Rolling stock of Minitrix, Atlas, Arnold-Rapido. This lad has paid attention to his elders as regards laying of track and his loco's gave perfect running.

Peter Quartermain, Junior, 7' x 4' HO/OO Layout. A neat compact layout and very creditable for a first attempt, comprising 2 running tracks with marshalling yards. Trains were "Lima" and Hornby on "Hornby and "Peca" track. Owing to the size of the layout, consists were restricted to short loads.

This layout also used grassmats, and just the modicum of plaster to relieve a flat surface. It was a common sense trouble free layout and showed Peter had shrewd foresight.

"Searles" Commercial L.G.B. No. 1 Gauge Circular layout 2' radius. This unusual layout was a complete circle and consisted of the Bavarian nineteen twenties or thirties period complete with Bavarian chalet scenery, fully wired telegraph poles and L.G.B. 0-4-0 with three carriages. This was a picture-postcard tableau in colour.

But oh, that loco, for 3 days it ran non-stop, effortlessly, almost it seemed to glide round as a breeze across a pond. It seemed incredible anything so large could be so silent.

Keith Robinson's HO/OO gauge MARKLIN Stud Contact Layout. I have described this large portable layout before at Propect Club's Blacktown Exhibition.

Like Hornby-Dublo 3rd rail this is tinplate track, but with an almost indiscernible stud contact in the centre. Pick-ups are achieved by the use of metal skates in locos or stock

In this particular layout the town scene is confined to centre. This allows trackage at perimeters and easy access at all times in case of derailments or faults.

There are five running tracks plus shunting and sidings, which makes this always a busy, constant scene and a good crowd pleaser. Nothing static here.

The Lima Indian Pacific has apparently been converted to 3rd rail. (I would like to see an article on how this is done) and how one operator can control several trains. I am always flat out watching two. Could you oblige Keith?

Paul Volkart's 9' x 4' HO/OO Layout. As Paul, our local Hobby-shop proprietor, was flat out helping us modellers with goods and getting in supplies, he had no time to build his own layout. He asked modeller Brian Ridge to build him one which, I understand was built in a matter of hours of spare(?) time. As Brian was also building his own Layout this was a remarkable effort. The Layout was a valley scene of plaster with wash colours.

Brian even managed a lake and bridges. The track was Hornby (original) 2 rail and consisted of a running track with refuges at the station and the usual goods siding. Stock was original 2 rail Hornby plastic and tinplate. Locos were TRIANG and HORNBY. "Britannia" Fowler Class L1 and 2-8-0 Hornby goods. The village scene was a mixture of TRIANG-VOLLMER-POLAFALLER and AIRFIX. Despite being made in a hurry no running troubles were experienced.

To offset the lack of detailed scenery harmonious use of contrasting colours on the plaster was resorted to at the suggestion of Brian's better half. Visitors found it quite pleasing and remarked upon it — which just goes to show.

Brian Ridge (Senior) 9' x 7' HO/OO "Rio Denver" Layout. Like Paul Volkart's, this too was constructed or rather, finished, in a hurry for the exhibition. The layout and buildings were finely detailed, but scenery was omitted to allow access to the long loads which the BIG-BOYS and MALLETS were hauling, with Pacifics and U-Boats also in evidence. The long consists showed visitors the immense hauling power of scale locomotives on prototype trackwork.

Rolling stock was ATHERN and ROUNDHOUSE.

Adrian and Ken Guest (Juniors) 5' x 9' N gauge Layout. This fine layout was an American scene. Neat and uncomplicated, it conveyed the impression of distance through very clever use of detail in the scenery. It was as if one saw the whole from a distant high vantage point. No wonder it's devotees are growing. Double mainline running with 2 locos in operation plus shunting at mass hauling yards.

The housing estate under construction was quite novel and how true those rude scars of new roads across virgin fields looked. Stock was Atlas, Bachman, Arnold-Rapido, Minitrix, and Lima, with both steam and diesel outline in democratic homogeneity.

Of particular interest was the point control on the control panel which consisted of flush mounted studs (negative) and a wandering pencil (positive). In this case a ball point pen with the lead inserted. It was then only necessary to touch the studs with the positive pen to change points. Thus doing away with levers and separate leads for switches. It was both simple and effective.

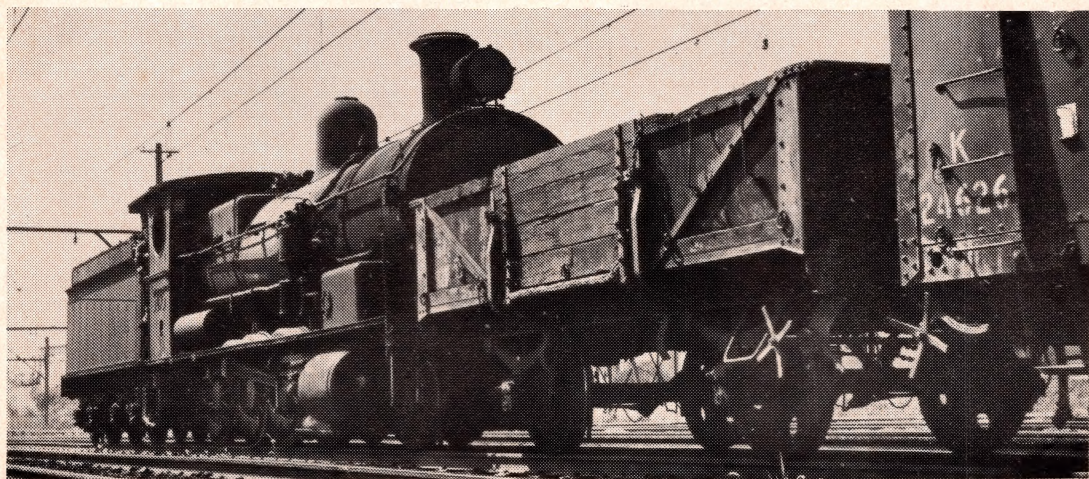
Ted Potter's 6' x 3' N Gauge Layout. An absolute jewel, basically a small township, compressed. Only the colour camera could do this justice. Truly it was a labour of love — some 15 months in fact. Fully lighted and the little people so well placed they almost gave the impression of movement. Loco's under pulse power completed the illusion, also on the

credit side back and sides were raised with painted scenery giving a three dimension effect for front viewing and preventing interference.

Roads were like roads and for those wishing to emulate them were made of aquadhere (Selleys?) then silver sand (a fine sand obtainable from pet shops) brushed then with "HUMBROL" dark sea grey and just a sensation of white for median strip stock was well known brands and both German and American loco's. One running track plus refuges. As owner wanted to expand to a larger layout a price tag of over \$300.00 for the curious or desirous. Yes indeed it was sold and no haggling either.

Jim Kendall's 8' x 4' HO/OO "Canadian Rockies Layout. Well 8' x 4' doesn't sound much, but it took four of us to lift it, being one of those deep sturdy constructions built to last a lifetime. As a Rockies scene it had plenty of gorges, bridges, tunnels, cuttings, etc. Twin track with elevations and trains seem to enter and vanish at bewildering locations. The kids were fascinated. Triang track and loco's mainly with a novel snow rescue train. This Rockies effect was achieved by use of paper towels (plaster dipped) over a wire and timber framework and consequent folding and contours of this method is most effective and quick, with well detailed tall trestle bridge, it was a very imposing layout and attracted a great deal of attention from the shutterbugs.

(to be continued)



5095 shunting at Enfield North, June, 1966.

Photo Jack Parker